Minutes of the Meeting

Sixth Meeting of the eSafety Communications Working Group, Vienna 17-Apr-07

Version 1.0, as of 09 July 2007, all particpants feedback included

Participants:
Martin Böhm, Austria Tech
Uwe Daniel, Silicon Networks
Knut Evensen, Q-Free
Alexander Frötscher, Austria Tech
Juhani Jääskeläinen, DG INFSO
Tabea Ludwig, Silicon Networks
Rudy Mietzner, COMeSafety, C2C-CC
Reinhard Pfliegl, Austria Tech
Andreas Schalk, EFKON
Tamas Szafko, Connexis (Ygomi)
Elisabeth Uhlemann, Volvo
Bob Williams, CSI

1. Welcome and introduction

Alexander Frötscher as host and Uwe Daniel as chair welcomed the participants. Uwe Daniel presented the agenda for the day and Alexander Frötscher gave a presentation on recent achievements in the COOPERS project. Regarding the COOPERS project information Bob Williams highlighted that a EU wide data registry will be needed so that different applications (ones from V2V as well as from the infrastructure side) will be able to exchange data with each other. WG13 would be willing to work on this item. Rudy Mietzner asked about the status of the test sites. Answer: They are currently being set up, first work will be the proof of concept for COOPERS.
All participants agreed that a coordination between the different test sites of the eSafety relevant projects would be ideal but only achievable in some cases. Juhani Jääskeläinen asked about cooperation with other IPs. In the current start up phase COOPERS does not provision for it, but in the future cooperation will be actively seeked. Knut Evensen mentioned that especially in architecture issues the projects plan horizontal cooperation in a dedicated task force.

2. Last meetings minutes and documents were discussed and agreed on. The dates for the next meetings were revised to avoid collisions with other events. See paragraph 5.

3. The WG-C recommendations were discussed and the wording revised in some details. The current version is as follows

Recommendations

To increase road safety in Europe the European Commission should consider to support the member states and the industry to establish a system comprising the following aspects

- an allocation of protected spectrum in the range of 5.875GHz to 5.925GHz including 20MHz for safety critical messages (as

defined in …) for safety and efficiency related messages (described in 3.x) between vehicles, other vehicles and/or infrastructure units so that communication can be maintained without delay or interference

- each vehicle or infrastructure device offering safety and efficiency applications must perform within a minimum set of mandatory parameters so that communication can be maintained with minimal delay or interference
- an EU wide harmonised deployment plan, including infrastructure and vehicle systems, to ensure market development by providing certainty for investment through a sustainable and feasible business model
- standardised interfaces for all system components are recommended to allow future functions or commercial applications offering additional revenue streams to leverage system investments
- a legal framework for seamless exchange of traffic relevant data in and between MS in an unified way in line with privacy and data protection regulations
- a recommendation to the MS to provide public traffic data in a standard format free of charge to road users (see also the recommendations of the RTTI WG)
- a recommendation to the MS to support the development and adopt common European ITS architecture elements to allow for interoperability in ITS (systems, communication, data, services and functions/applications)

. It was agreed that offline work by Email will be needed to complete the supporting material. Help from the COMeSafety project was offered by Juhani Jääskeläinen and Rudy Mietzner. Sören Hess will support the work on the spectrum part. Uwe will check with Heinz Friedrichs from the RTTI WG if the second but last recommendation can be changed in accordance with the RTTI recommendations from "provide public traffic date … free of charge" to "provide safety relevant traffic data … free of charge". The outcome will be discussed at the next meeting of the WG.

4. Juhani Jääskeläinen started the discussion on the impact assessment (IA) by OFKOM, UK which was presented to the RSC in a meeting on March 14th. This paper weights the commercial benefits of the 5.9GHz range for other services (like broadband wireless access) against the net present value of lives saved by ITS. It comes to the conclusion that ITS would be better placed in the 63 GHz range. This view is not well balanced and does not take the technical and commercial benefits of the 5.9 GHz range for worldwide ITS applications into account, as well as the benefits of worldwide harmonisation and resulting economies of scale. The working group should support all other activities to reach a more balanced view and give a clear recommendation that 5.9 GHz will be the optimum solution for safety related ITS in Europe and worldwide. Supporting arguments are propagation advantages against 63GHz (non line-of-sight propagation, independent of wheather, omnidirectional antenna systems possible), cost advantages by re-use of cheap WiFi components and that there will be no latency problems by bandwiths restrictions at 5.9GHz (which was stated by OFKOM to be the case). Uwe Daniel agreed to make a formal reply if a request will arrive for the WG to comment on the IA. In

the moment the paper is not officially released or public. A group or person to ask for a statement will be needed to allow a formal answer. Juhani and Bob will try to follow that up at European level.

5. Next meeting dates 2007
Jun 15 (Q-Free, Trondheim)
Sep 05 (CLEPA, Brussels)

6. AOB
There will a SRD MG meeting be held next week, it would be highly important to follow up on the issue above to receive information. Dieter Seeberger or Sören Hess will be asked to send some information early May.